Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-37: CANCELLED.

38. (New) A device for protecting a person outside a motor vehicle comprising:

at least one proximity sensor for detecting factors influencing impact kinematics; and

an airbag positioned to inflate to a position outside of the motor vehicle;

wherein the airbag includes a contact region for making first contact with the person, the contact region being positioned in a lower region of the airbag in relation to the motor vehicle and at a greater distance from a body of the motor vehicle perpendicular to the vertical axis of the motor vehicle than other regions of the airbag,

wherein the airbag includes an impact surface adjoining the contact region for receiving a person after the first contact; and

wherein the airbag is configured so that the inclination or stiffness of the impact surface can be adapted to the detected factors influencing the impact kinematics.

39. (New) The device as claimed in claim 38, wherein the impact surface is inclined with respect to a plane running perpendicular to the vertical axis of the vehicle.

40. (New) The device as claimed in claim 39, wherein the impact surface rises counter to a direction of travel.

41. (New) The device as claimed in claim 38, wherein the airbag is formed essentially in the shape of a wedge.

42. (New) The device as claimed in claim 38, wherein the airbag has at least two chambers which can be pressurized to different extents.

43. (New) The device as claimed in claim 42, wherein each of the chambers is assigned at least one gas generator.

44. (New) The device as claimed in claim 38, wherein the contact region is arranged essentially on a plane below the center of gravity of the person located outside the motor vehicle.

45. (New) The device as claimed in claim 38, wherein the airbag is arranged in a front region of the vehicle.

46. (New) The device as claimed in claim 38, wherein the airbag, when not in use, is accommodated in a bumper and/or a protective strip.

47. (New) A device for protecting a person outside a motor vehicle, in particular pedestrians or cyclists, having at least one inflatable airbag acting outside the motor vehicle, wherein the airbag can at least be partially filled with relative wind.

48. (New) The device as claimed in claim 47, wherein the airbag can be filled with relative wind through an air inlet open in the direction of travel, and the air inlet can be closed in a gastight manner before, during or after ignition of a gas generator.

49. (New) The device as claimed in claim 48, wherein the air inlet is arranged on a vehicle part, in particular the bumper.

50. (New) The device as claimed in claim 48, wherein the air inlet is formed as an opening in the airbag.

51. (New) The device as claimed in claim 50, wherein the airbag has at least one intercepting cable which acts on an edge region of the opening and on a fixing point on the airbag, with the fixing point lying opposite the edge region with respect to the opening, such that, as the pressure in the airbag rises, the opening is closed by the intercepting cable.

52. (New) The device as claimed in claim 51, wherein the airbag has at least two chambers, with the opening leading into a first chamber and the gas generator leading into a

second chamber and the fixing point of the intercepting cable being arranged on the second chamber.

53. (New) A device for protecting a person outside a motor vehicle, in particular pedestrians or cyclists, having at least two inflatable airbags which are arranged outside the motor vehicle, the airbags having impact surfaces with essentially the same orientation, wherein the airbags are spatially separated from one another and the impact surfaces are connected to one another by at least one connecting surface of airbag material, the connecting surface having the same orientation as the impact surfaces.

54. (New) The device as claimed in claim 53, wherein the connecting surface is formed by airbag covering material stretched between the airbags.

55. (New) The device as claimed in claim 53, wherein the connecting surface is formed as an airbag.

56. (New) The device as claimed in claim 53, wherein the impact surfaces of the inflated airbags adjoin one another essentially without a gap.

57. (New) The device as claimed in claim 53, wherein the device further includes sensors and the device is configured to deploy only those airbags necessary for an emergency, with the device being capable of leaving at least one airbag not inflated.

58. (New) The device as claimed in claim 53, wherein at least one gas generator is provided for filling the airbags, with a gas generator assigned to each airbag.

59. (New) The device as claimed in claim 53, wherein at least one gas generator is provided for simultaneous filling of at least two airbags.

60. (New) A device for protecting a person outside a motor vehicle, in particular pedestrians or cyclists, having at least one inflatable airbag acting outside the motor vehicle and having at least two chambers, wherein, when the airbag is inflated, at least two of the chambers are arranged one above another along the vertical axis of the motor vehicle, with a

chamber arranged in a lower region of the airbag being more highly pressurized than a chamber situated above it.

61. (New) The device as claimed in claim 60, wherein the chamber arranged in the lower region is more highly pressurized than chambers situated above it.

62. (New) The device as claimed in claim 60, wherein an impact surface of the airbag extends essentially perpendicularly to the longitudinal axis of the motor vehicle before the contact with the person.

63. (New) The device as claimed in claim 60, wherein the device is configured to adjust gas pressures prevailing in the airbags and/or chambers to respectively prevailing kinematic conditions of an expected impact.

64. (New) An airbag module for a motor vehicle, comprising:

a gas generator;

at least one proximity sensor for detecting factors influencing impact kinematics;

an airbag positioned to inflate to a position outside of the motor vehicle;

wherein the airbag includes a contact region for making first contact with the person, the contact region being positioned in a lower region of the airbag in relation to the motor vehicle and at a greater distance from a body of the motor vehicle perpendicular to the vertical axis of the motor vehicle than other regions of the airbag,

wherein the airbag includes an impact surface adjoining the contact region for receiving a person after the first contact; and

wherein the airbag is configured so that the inclination or stiffness of the impact surface can be adapted to the detected factors influencing the impact kinematics.